

五拜禮 號九十月四英港香

THIRTY DOLLARS
PER ANNUM.

Artinians.

Intimations.

**DOVRIL PROMOTES HEALTH,
STRENGTH AND ENERGY.**

• Bovril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and Japan. [487c]

NOT RESPONSIBLE FOR DEBTS.
WITH This Day MR. E. JOCKERS
CEASED to be a CLERK at our Office
and we don't hold ourselves RESPONSIBLE
for any DEBT incurred by him.
NORDDEUTSCHER LLOYD,
Superintendent's Office,
3, Queen's Building.
Hongkong, 21st March, 1901. [353]

WANTED.
EUROPEAN ASSISTANT for GENERAL STORE.
Apply to
"ASSISTANT,"
C/o Office of This Office.
Hongkong, 18th April, 1901. [4340]

WANTED.
WANTED a **competent** to approach
 the best people to **elicit** subscriptions
 A good proposition to the right party.
 Apply by Letter to
 "D.G."
 Care of This Office.
 Hongkong, 11th April, 1901. [4160]

NOTICE.

TO AMATEUR PHOTOGRAPHERS.

MEE CHEUNG begs to notify his many Customers that in order to meet the demands of **AMATEUR PHOTOGRAPHERS** he has **OPENED** a New Department on 2nd April, 1901, which will be devoted exclusively to their interests. Two skilled operators in constant attendance.

Developing and Printing in all Branches executed with care and promptness.

Enlarging from small negatives a speciality. Hand Cameras refilled.

All kinds of repairs to apparatus undertaken.


Prices very Moderate.

OFFICE in Corridor of **HONGKONG HOTEL** where there are 2 Dark Rooms always at the disposal of Patrons Free of Cost.

Hongkong 6th April, 1901. [401c

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT.....ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers



FAMOUS DEVONSHIRE LIQUEURS.

SLOE GIN. ORANGE GIN.
PEDLAR BRAND.

GINS,
ERVEN LUCAS DOL'S VERY OLD GENEVA GIN,
(Great Speciality).

Acknowledged to be the finest GENEVA GIN produced.
In cases of 1 doz. Stone Cruchons.

NOLET'S GENEVA.

Equal to any square bottle GENEVA on sale in the Far East.

SOLE AGENTS:
CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 15th April, 1901.

[15]

PETER SYS' WONDERFUL SPECIFIC.
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION
of the BOWELS.
 Recommended by some of the Chief Specialists of the Medical Profession.
 Sold retail by all Chemists and Wholesale.

THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

BANQUE DE L'INDO-CHINE.
WHEREAS the following UN-ISSUED
NOTES have been STOLEN from
the Premises of the BANQUE DE L'INDO-CHINE
and which said Notes are expressed on the face

beffer to be PAYABLE at the BRANCH
 OFFICES of the said BANQUE in SAIGON, the
 Numbers of which said Notes are as follows:—
 Series V 49, 1 to 1,000 of \$1 (One Dollar)
 each.
 Series V 50, 1 to 1,000 of \$5 (Five Dollars)
 each.
 Series V 51, 1 to 1,000 of \$10 (Ten Dollars)
 each.
 Series V 52, 1 to 1,000 of \$20 (Twenty Dollars)
 each.
 Series V 53, 1 to 1,000 of \$50 (Fifty Dollars)
 each.
 Series V 54, 1 to 1,000 of \$100 (One Hundred Dollars)
 each.
 The said Notes are all new and in perfect condition.
 They may be consulted for SPECTACLES
 at 16, Queen's Road Central,
 (B. HOUGHTON & Co.)
 (Nearly opposite the HONGKONG HOTEL).
 Business hours:—9 A.M. to 5 P.M.

The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accepts no liability for the same.

By Order of the Chief Manager in Saigon,
For the BANQUE DE L'INDO-CHINE,
L. BERINDOAOUE,
Acting Manager.
Hongkong, 26th February, 1901. [251c

TENDERS are hereby called for the
ERECTION OF BRICK SHOPS at
WESSINGTON for the NORTH BORNEO GOVERN-
MENT, Particulars of which may be seen at
the Public Office, Jesselton.

THE OFFICE OF
Messrs. GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 13th February, 1901. [2000
THE BRITISH NORTH BORNEO CO.
PIANO CO. LIMITED

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, upon whom terms may be learnt. Appointment

be taken up as soon as possible.
GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 26th January, 1901. [124C]


NOTICE

REQUIRED by a First Class MERCHANTILE HOUSE in Hongkong, an experienced Man of Business to act as COMPTROLLER. The Highest References required. For our next application, he is required to

Apply in writing to
Messrs. JOHNSON, STOKES
and MASTER,
12, Queen's Road, Central.

Hongkong, 15th February, 1961. [207c] Hongkong, 13th March, 1961. [207d]

Auction.



GOVERNMENT NOTIFICATION.
No. 311

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on **MONDAY,** the 22nd day of April, 1901, at 3 P.M., are published for general information.

By Command,
T. SERCOMBE SMITH,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 6th August 1946.

Particulars and conditions of the letting by
Public Auction Sale, to be held on Monday the

22nd day of April, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Pok-fu-lam Conduit Road, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King for any further term.

No. of Sale.	Registry No.	LOCALITY.	Boundary Measurements.				Contents in Square feet.	Unimproved Estate.	Dutty Price.
			N.	S.	E.	W.			

Inland Lot No. 7624.		ft.	ft.	ft.	ft.		
	Pok-fu-lam Conduit Road.	215	312	200	215	46,800	5,544

Notice of Firm.
NOTICE.
MR. J. WACKER and Mr. L. GLISS-
MANN have been authorized to SIGN
our Firm by Procuration from This Date.

Hongkong and Canton,
11th April, 1901. [418c

Insurance.

NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG.
THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.
SIEMSEN & Co.
Hongkong, 28th May, 1867.

To be Let.
TO LET.
POSSESSION APRIL 1ST.
1 STEWART TERRACE.

Apply to J. W. NOBLE.
Hongkong, 6th March, 1901. [297c
TO LET
"WOODLANDS WEST," No. 9, SEY-

Apply to
"S.B."
C/o This Office,
Hongkong, 13th March, 1901. [322c]

TO LET.
A HOUSE in RIFON TERRACE.

Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 13th March, 1901. 1299c

TO LET.
RICHMOND STREET

Apply to **LAU CHU PAK,**
Care of A. S. Watson & Co., Ltd.
Hongkong, 1st April, 1901. 175c

Today's
Advertisements.THEATRE ROYAL,
CITY HALL, HONGKONG.

UNDER the Direction of Mr. ROBERT BROUGH.
Representative—Mr. ALLAN HAMILTON.

TO-NIGHT,
(FRIDAY), APRIL 19TH.

THE
BROUGH COMEDY CO.
BROUGH COMEDY CO.
BROUGH COMEDY CO.

TO-NIGHT (FRIDAY),
April 19th,

LAST NIGHT!
LAST NIGHT!
LAST NIGHT!

"THE LIARS"
"THE LIARS"
"THE LIARS"

An Original Comedy in Four Acts, by
HENRY ARTHUR JONES.

TO-MORROW,
(SATURDAY) AND MONDAY,
April 20th and 21st,
FIRST PRODUCTION IN HONGKONG.

"THE GAY LORD QUEX"
"THE GAY LORD QUEX"
"THE GAY LORD QUEX"

An Original play in Four Acts, by ARTHUR W. PINERO.

TUESDAY AND WEDNESDAY,
April 23rd and 24th,
FIRST PRODUCTION IN HONGKONG.

"MANOEUVRES OF JANE"
"MANOEUVRES OF JANE"
"MANOEUVRES OF JANE"

A Comedy in Four Acts, by HENRY ARTHUR JONES.

The Box plans are now on view at THE ROBINSON PIANO CO., where seats can be booked SIX DAYS IN ADVANCE.
PRICES AS USUAL.

Boxes \$15.00
Dress Circles and Stalls 3.00
Back Seats 2.00
Pit Seats 1.00
Doors open 8 minutes before performance.
Hongkong, 19th April, 1901. [434c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"SOCOTRA"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ, BOMBAY AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.
Goods not cleared by the 25th instant, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE, Superintendent.
Hongkong, 19th April, 1901. [434c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"CEYLON"
FROM ANTWERP, LONDON, PORT SAID,
SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.
Goods not cleared by the 25th instant, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE, Superintendent.
Hongkong, 19th April, 1901. [437c]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship
"LIGHTNING"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once.
Cargo remaining on board after the 22nd instant, at 2 P.M. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
Bill of Lading will be countersigned by
DAVID SASSOON, SONS & Co., Agents.
Hongkong, 19th April, 1901. [439c]

Today's
Advertisements.

HONGKONG RIFLE ASSOCIATION.

SHORT RANGE CUP AND SPOONS.

THERE will be a COMPETITION as above TO-MORROW (SATURDAY), commencing at 2.45 P.M. Ranges, 200, 500, 600 yards, Seven Shots and One Sighter at each Range.

Members of Committee are requested to be on the Range at 2.30 P.M. to transact business.
ALEX. McKENZIE,
Hon. Secretary.
Hongkong, 19th April, 1901. [445]

IN THE SUPREME COURT OF
HONGKONG.

PROBATE JURISDICTION.

IN THE GODS OF PAUL JORDAN, LATE OF VICTORIA, IN THE COLONY OF HONGKONG BROKER Deceased.

NOTICE is hereby given that His Honour the Chief Justice has, in virtue of Section 58 of Ordinance No. 3 of 1897 made, as Order limiting to the 1st day of JUNE, 1901, as the time for Creditors to send in their Claims against the Estate of PAUL JORDAN, late of Victoria Hongkong, Broker deceased, who died at Victoria aforesaid on the 9th day of February, 1901, after having made and duly executed his last Will and Testament in writing probate whereof was on the 18th day of March, 1901, granted to GREGORY PAUL JORDAN one of the Executors therein named.

Notice is hereby also given that all such Claims are to be sent to the Undersigned as Attorney for the said GREGORY PAUL JORDAN on or before the said 1st day of JUNE, 1901, or no notice will be taken of them. All Persons indebted to the above Estate are requested to make immediate payment to the Undersigned.

Dated the 18th day of April, 1901.
A. SHELTON HOOPER,
Attorney for GREGORY PAUL JORDAN,
Executor of the Will of the
Late PAUL JORDAN,
deceased.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS OF TWENTY per cent. upon Contributions for the year 1900 has been declared.

WARRANTS will be issued on the 1st May. By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 19th April, 1901. [436c]

UNIVERSAL TRADING COMPANY,
LIMITED.

NOTICE

SHAREHOLDERS in the above Company are hereby notified that from the 1st April, INSTANT, INTEREST at the Rate of TWELVE PER CENT. PER ANNUM will be charged on all UNPAID CALLS until further Notice.

ELLIS KELLY,
General Manager.
Hongkong, 19th April, 1901. [440c]

THE HONGKONG ELECTRIC CO.,
LIMITED.

NOTICE is hereby given that the Under-mentioned Shares have This Day been declared forfeited in consequence of the Non-payment of the Call of \$3 per Share, which was made on 29th September last, and was payable on 1st November last, viz:—

Nos. 38,951, 39,012, 39,019, 41,078, 41,081, 41,334, 41,339—in all 19 Shares.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 19th April, 1901. [441c]

WANTED.

A COMPETENT SHORTHAND RE-
PORTER.

Apply, stating Qualifications and Salary required, to
"X.A."
C/o This Office.

Hongkong, 19th April, 1901.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

"YUENSANG,"
Captain Rolfe, will be despatched as above on TUESDAY, the 23rd instant, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 19th April, 1901. [437c]

Intimations.

AN APPEAL.

THE SUPERIORES OF THE ITALIAN
CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPEE, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
Hongkong, 22nd April, 1901.

WANTED.

THREE or FOUR LADS
to SELL the
"HONGKONG
TELEGRAPH."

LIBERAL COMMISSION
PAID.
Apply Personally at
THIS OFFICE.
Hongkong, 11th January, 1901.

Intimation.

A. S. WATSON & Co.,
LIMITED.

WATSON'S
HYGIENOL.
(Registered).

A POWERFUL DISINFECTANT,
GERMICIDE, ANTISEPTIC
AND DEODORISER.

RECOMMENDED BY THE MEDICAL
PROFESSION.

CHEAP, HARMLESS CONVENIENT
AND EFFECTIVE.

This DISINFECTANT possesses all the good properties of Carbolic Acid, but is IMMENSELY SUPERIOR in being NON-POISONOUS—even in its concentrated form, thus avoiding risk of accident—and in the facility with which it mixes with COLD WATER in any proportion. In its diluted state it will not injure, stain, or corrode the person, metals, furniture, cotton, linen, or woollen fabrics.

WATSON'S
PURE CARBOLIC
SOAPS

will be found most efficacious for the
prevention of contagious diseases of
all kinds.

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

MARRIAGES.

On the 8th inst., at Bethesda, Bras Basah Road, Singapore, by Mr. A. R. Thoburn, Mr. JOHN CLEMENT CUFF, E. Ext. Aus. and China Tel. Coy., to ANNIE, daughter of Mr. A. L. Koenitz, Frankfurt House, Singapore.

At St. Andrew's Cathedral, Singapore, on the 8th inst., by the Revd. D. Holland-Stubs, W. H. R. ALLEN, to FLORENCE M. E. SMITH, daughter of 1st class Gunner Smith, R. G. A.

DEATH.
April 8th, ROSA, the dearly beloved wife of G. B. Bettanin, of the United Service Hotel, Singapore, aged 55 years.

THE Hongkong Telegraph
HONGKONG, FRIDAY, APRIL 19, 1901.

TELEGRAMS.

SPECIAL TELEGRAM.

THE CRISIS IN THE
NORTH.

THE WINTER PALACE BURNT:
NARROW ESCAPE OF COUNT
WALDERSEE.

(From Our Own Correspondent.)
TIENTSIN, 18th April.
1.40 p.m.

The section of the Winter Palace occupied by Field Marshal Count von Waldersee and Staff has been burnt. Nothing whatever was saved, and Count von Waldersee narrowly escaped with his life.

GERMAN OFFICERS MISSING.
CAUSE OF FIRE UNKNOWN.

Several German Officers are reported to be missing. The cause of the outbreak of the fire is unknown.

THE CHINESE AGAIN
MUSTERING.

The Chinese are mustering strongly around Paochingfu and on the Hsianfu road.

Received 9 p.m. 18th.

Published 10.3 a.m. 19th.

We have received the additional information from a reliable private source that Major-General von Selwarzkopf met his death at the fire at the Winter Palace.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.

LONDON, April 17th.

Colonel Plumer has occupied Chuniespoort after marching through a most difficult pass and country.

The northern advance of Colonel Plumer has disturbed Boer preparations for a fresh invasion of Cape Colony.

The Times correspondent at Middleburg states that since Sir Bindon Blood took

command of the Eastern Transvaal, wrecking and looting of trains has stopped.

LATER.

SIR ALFRED MILNER.

In consequence of ill-health, Mr. Chamberlain has granted Sir Alfred Milner leave of absence not exceeding three months, before entering upon his administrative work in British South Africa.

WEATHER REPORT.

The Observatory report says:—
On the 19th at 12.5 p.m. the barometer is inclined to rise on the China coast: The depression seems to have passed over the coast near the mouth of the Yangtze, and to be now moving towards W. Japan. The wind will probably freshen from N.E. in the Formosa Channel during the next 24 hours. Forecast:—Variable winds, moderate; unsettled, showery.

LOCAL AND GENERAL.

A GOOD shorthand reporter is wanted, vide advertisement appearing elsewhere.

It is stated, that Mrs. Craigie (John Oliver Hobbes) will be the guest of Lady Curzon in India next "cold weather."

The meeting of the Legislative Council summoned for Monday, the 22nd inst., at 3 p.m., is postponed to Tuesday, the 23rd inst., at 3 p.m.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

East Asiatic Trading Co. \$2;
Hughes and Hough 10;
Hon. A. W. Brewin 5

We learn, says the *Fookshu Echo* of the 13th inst., that arrangements have been made by the French to ship a considerable number of coolies from this port to Madagascar. This will relieve a poor province of some of its surplus population and must be regarded as a good thing.

At the Sanitary Board meeting yesterday, the Secretary announced that the managers of the Electric Company were intending to fix up, as an experiment, a small lamp over each shop in the Central Market. If the result was satisfactory, an estimate would be prepared for properly lighting the building.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

Not many companies would go so far in the way of providing luxuries for their employees as the Star Ferry Co., but we observe that they have put up a Turkish bath for their ticket-collector on the Kowloon Wharf, and are busy making one at Peddars Wharf. We hope that they will also provide him with a change of clothing for when he emerges from his pigeon-hole.

THERE is not much further information concerning the American who was drowned at Macao last week. We are informed that he was gambling on Friday night at fan-tan, and had been at King Hee's hotel. It appears that he was in Macao about a week before his last appearance there, when he put up at the Boa Vista. He had no luggage, and therefore paid in advance. So far he has not been identified.

THE Band of the Madras Light Infantry, will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 to 9.30 p.m.—

PROGRAMME.
1—Overture "Le Chien de la gloire" King.
2—Selection "Hells of New York" Barker.
3—Falls "Fountain Song" Bucchioni.
4—Cavalry "La Regina di Colorado" Donizetti.
5—Selection "Lucia di Lammermoor" Donizetti.
6—Song "The Lost Chord" Sullivan.
7—Waltz "L'etole Fatale" Waldteufel.
8—Waltz "God save the King."

THE Portuguese authorities are very strict as to persons passing the Barrier at Macao at present. No one with a gun is allowed to go through without a permit from the Governor, and sportsmen visiting Macao will do well to obtain them through the British Consul. A separate pass is required for each day. 'Rickshaws' are searched for guns or ammunition at the Customs station just beyond the Barrier.

AN Indian contemporary says:—Mr. Maples announces that the dream of Calcutta of electric cars will be fulfilled in another three months. The engines are on their way out, and by the beginning of June will probably be busy on the Kidderpore and Kalighat Sections. This is sooner than most people thought, and the despatch shows that Mr. Maples could do it if he were only allowed a free hand. Far-sighted and energetic, the tramway service in Calcutta might have under his skillful management been the best in Asia; but obstruction nullified his best endeavours.

In his Report on the colony for 1900, the Medical Officer of Health makes a special note on the twenty deaths from collapse of buildings, which, as he says, are obviously preventable, as we have pointed out time and again. He naturally suggests that there should be greater supervision during the building of new structures, and the repair or alteration of old ones.

There is a building facing the back of this office, to which they are adding another story in height, and otherwise altering parts of the old erection. We call attention to this job, one of many similar cases, where it seems to us that the work is being done in a very cheap and unworkmanlike manner. The old material (bricks etc.) is being worked in as far as possible, broken bricks and large "dollops" of mortar being very useful for filling up space. If the Public Works Dept. would keep their eye on it, they might prevent a possible collapse during the rains. It is not pleasant to have a Chinese pig-dig patchwork building close to this office, and we are sure the structure would not meet with unqualified approval from the P.W.D.

It is to be hoped that our P.W.D. officials will note the splendid new road in Macao, and the efficient state in which they are kept. Our Hongkong streets and roads are a disgrace, with their holes and badly metalled surfaces, compared with those of the Portuguese Colony. It is quite a treat, too, to ride in a Macao 'ricksha' of ample breadth and neat fittings, after the narrow, cheap and nasty Hongkong vehicles. We also note that the Macao 'ricksha'-men are satisfied with their legal fare, as the rule, not the exception.

THE LIARS.

The performance last night by the Brough Company of Henry Arthur Jones famous Comedy "The Liars" was attended with the success which was to be expected. The story is that of Lady Jessica Nepean (the beautiful wife of Gilbert Nepean, who neglected by her husband, and fond of admiration, innocently enough encourages the attentions of a well known African Explorer Edward Falkner. The scene opens at the house of a mutual friend Freddie Tatton. The flirtation between Lady Jessica and Falkner has been talked about and their friends, the Tattons and the Cokes and a colonel, Sir Christopher Deering, are discussing it. As Sir Christopher has introduced Falkner into the house the others ask Sir Christopher to speak to his friend Falkner and persuade him to discontinue his attentions. Thus, Falkner, who is very deeply in love with Lady Jessica, refuses to do so. She although not seriously in love with Falkner foolishly consents to meet him at the Star and Garter Hotel at Shepperton, near which place she is staying with friends. A few minutes after she arrives her brother-in-law George Nepean who is waiting for the ferry across the river, sees her and enters. He puts the worst construction on her presence with Falkner and leaves abruptly saying that he will inform her husband. Lady Jessica realizing at last what she has done, determines to make up at story to the effect that she is dining with a party. The arrival on the scene of Lady Rosamund Tatton, her sister, decides her. She asks Lady Rosie to dine with her. Lady Rosie, however, replies that she cannot as she is with friends and is dining with them. However she consents to write to George Nepean saying that she dined with her sister. She then tells Lady Jessica at once returns to town. The next arrival is Sir Christopher Deering, who comes in and finds Falkner alone and proposes to join him at dinner. Falkner consents but excuses himself dashes up to town. Next morning according to their agreement at the Star and Garter Lady Jessica and Lady Rosamund meet at the latter's house in town, having arranged to explain all to George Nepean. They find it necessary to take Freddie Tatton, who is rather a nonentity, into their confidence.

Shortly afterwards Sir Christopher Deering arrives and he is begged to help them. He gives them the choice of "two possibilities" namely telling a lie or sticking to the truth. They decide on the former course and make up a story, which unfortunately turns out to be a failure, as a friend of theirs, a Mrs. Crespin with whom the Tattons had been dining the night before, calls, and in the course of conversation tells them that she has met George Nepean and has mentioned to him the fact that the Tattons dined with her. Dolly Coke a cousin of Lady Jessica then arrives and as she is more or less conversant with the matter in hand is also enlisted to help. Her husband however, a fussy and ultra conscientious old man, refuses to countenance the proceedings at all, and matters are proceeding very badly when George Nepean arrives by appointment. He is told the story but is obviously sceptical and says that he will not influence his brother in any way. "Gilbert Nepean then arrives in response to a telegram from his brother and demands an explanation. It is not satisfactory as the conspirators are all very nervous and conscious that their story is, as Freddie Tatton remarks, "this" is at this important juncture that the cause of the trouble, Edward Falkner, arrives. He at first tells them that she has met George Nepean and has mentioned to him the fact that the Tattons dined with her. Dolly Coke a cousin of Lady Jessica then arrives and as she is more or less conversant with the matter in hand is also enlisted to help. Her husband however, a fussy and ultra conscientious old man, refuses to countenance the proceedings at all, and matters are proceeding very badly when George Nepean arrives by appointment. He is told the story but is obviously sceptical and says that he will not influence his brother in any way. "Gilbert Nepean then arrives in response to a telegram from his brother and demands an explanation. 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less than twenty inches from me. I did not charge you merely because I saw you in custody of an Indian warder. Each prisoner is allowed to have his food each day. The no is served out by weight. You have had four ounces of pork for the last six years every week.

Here Prisoner explained that he had been in prison for the last two years. Mr. Craig turned up an entry which showed that prisoner had been degraded and so received no pork but was put back in his class next day and after a period of a month's probation he more received his pork. This was in 1899.

By 2nd Prisoner—I never gave orders for you not to be allowed to change your clothing. I remember your being put on crank work and low diet for a month for having tobacco, and on the 17th July of last year for talking, insolence and disobedience to a month's crank and a week's solitary confinement.

Here prisoner asked if the regulations were so strict, how could he get tobacco. Probably, he said sarcastically, Mr. Craig gave it to him. Witness continuing—I did not order Ward No. 55 to flog you a few days after the assault. By the third Prisoner—I am not a fact that you only had fourteen ounces of rice during your first six months. You made no complaint about it. I remember your being reported on 22nd February, 1900, for not picking nine ounces of oakum and being put on rice and water after being passed by the doctor. I was reported for very loud shouting under punishment and were awarded seven days solitary. All complaints are thoroughly investigated.

Prisoner—If this is so how is it that when I make a complaint you say "get out" and refuse to hear me.

Witness—I am not so, my Lord.

Prisoner—Do you remember when I made a complaint last winter of a warper throwing water into my cell you punished me?

Witness—There is no report to that effect. On the 16th February 1900 he was reported for loud shouting and was put on, three days solitary.

His Lordship here explained that it was impossible to investigate all charges of solitary confinement for no offence. Mr. Craig said he carefully enquired into all cases and it was impossible to say now if it was so or not.

The interpreter here reported that the prisoner said to the witness: "you had better tell the truth, or when you go there again I will beat you."

To His Lordship—I was assaulted by the second prisoner on the 28th July 1897. He struck me with a bamboo. He was ordered twenty strokes and three days rice and water with loss of marks by the Captain Superintendent and a visiting justice. I have had no other personal collision with any of the three prisoners and know of no personal animosity against me. First Prisoner bears a fair and good character. Second Prisoner bad and Third Prisoner bad also.

His Lordship asked: I am interested in the prisoners being charged at the Magistrate. I interpret the two charges to them and they all three admitted both. (Original charges put in.)

The Prisoners had no questions.

His Lordship, declared, stated—I am an assistant warder at Victoria Gaol. I was in charge of a gang of prisoners including defendants on 27th March in the lower yard. They were picking oakum. At ten minutes to ten the Chief Warder and Assistant Superintendent were going the rounds. They had passed the prisoners once and on the second time of passing one of the prisoners went up to the Asst. Superintendent in front and one at the back. I saw the three prisoners strike him. I ran after the third and seized him and the other two were striking the Asst. Superintendent then. He was close to Mr. Craig when I seized him and was running towards him. I had to run to catch him. He had a knife in his right hand; it was one of those produced. I did not actually see the third prisoner strike Mr. Craig but I did see the first and second do so.

By the First Prisoner—I did not strike you with a stick after arresting you.

By the Second Prisoner—You had a weapon in your right hand. I can say which of the three produced. I saw you run up and strike the Asst. Superintendent.

By the Third Prisoner—You had a weapon like a knife in your right hand. You first had a piece of rope which you threw down and took a knife as I ran after the third and seized him. You had not the piece of rope in your hand when I seized you. I cannot say which knife you had as I seized you at the back and the guard in front took it away. You cut my hand as I seized you.

By the Jury—The third prisoner drew the knife from his clothing. I did not see it before he ran towards Mr. Craig.

By His Lordship—The oakum pickers do not have knives.

Abdullah, declared stated, he was an assistant warder in Victoria Gaol, and went on to describe the assault and identified the three prisoners. He seized the second prisoner and received a cut across the left hand. His trousers and coat were also cut and his upper lip was injured. He did not see the third prisoner actually strike Mr. Craig.

By the Second Prisoner—I saw you had a knife in your hand and received a cut from it. The cut was not from the sword of one of the warders. There were no warders near, only two European prisoners who came to my assistance. I did not see you struck and wounded. The Second Prisoner informed the witness that he was too cowardly to tell the truth.

The witness identified the weapon used by the second prisoner, and the plane blade which was in the hand of the first prisoner.

Li Hong Li, declared stated, I am Court Interpreter and interpreted the charges to the prisoner yesterday three times. They replied, Yes, we did it. Certainly, we did it. They thought they understood the charge.

On the case being resumed after time—

Dr. J. C. Thompson, sworn, stated he was Medical Officer of Victoria Gaol. He had examined Mr. Craig shortly after the assault and found two wounds at the back of the head just below the crown, evidently inflicted by a sharp cutting instrument. They were separate cuts meeting at an obtuse angle. One was 3 1/2 in long and the other 2 1/2. They were both cut on the top of the head in front, an inch and a half in length and superficial. There were two wounds one on the front of the left shoulder, probably inflicted by the plane blade, and also probably were those at the back of the head, while the third on the front of the head was probably inflicted by a knife. The cuts on Abdullah were one on the lower lip and two on the left hand one an inch and the other three and a half inches long. He was sent to hospital.

By the First Prisoner—Mr. Craig's injuries might have proved fatal in the absence of a doctor. There is still numbness at the back of the scalp which may prove permanent.

By the Second Prisoner—All the wounds on Mr. Craig were inflicted with sharp instruments.

By His Lordship—Mr. Craig's injuries were severe.

The interpreter here said that the prisoners wished to state that they appreciated Mr. May and Dr. Thompson as their own fathers.

Lau Wei Chur, declared stated, I am a prisoner in Victoria Gaol, on a sentence of 15 years' hard labour for arson since five years back. This was the Wing Lok Street fire.

His Lordship explained to the witness that he had been called by the First Prisoner and was expected to tell anything he knew of ill-treatment or tutting food.

Witness—About food, it was not exactly cutting down. I was connected with the cooking department. If you put more water with the rice it increases the quantity. The first prisoner got his rice in varying quantities. I knew it because he weighed it. I saw him do so. For the first six months he would get 14 oz. of rice in the morning and 16 oz. in the afternoon. A long time ago there was a complaint made to the Visiting Justices about shortness of food. I know of no complaint made by the three prisoners. I was in the kitchen. I know nothing of Mr. Craig being harsh on any prisoners, I am all the time in the cookhouse. I know a prisoner may complain of his food; they do so sometimes and the complaints are enquired into.

By the First Prisoner—I remember when you came to me about your rice I told you it was 22 oz. A prisoner is entitled to that. You said you were entitled to 22 oz. but I told you that you were only entitled to 22. Formerly each prisoner got four ounces of pork once a week; now the regulation is changed. I can't say if you always got your correct supply of rice. I didn't distribute it. I did not tell you that Mr. Craig and the Chief Warder cut down the diet. I remember on one occasion there was some twenty pounds short in the kitchen.

By the Second Prisoner—I supplied you with the regulation amount of rice.

By His Lordship—The regulation quantity of rice has not been reduced since I have been in goal. The allowance of rice depends upon the class you are in. If the prisoners do not get sufficient rice they complain to the Visiting Justices. I remember your complaining of being cut four ounces of rice. I don't know to whom the complaint was made.

By the Third Prisoner—You did suggest that your allowance should be 26 oz. of cooked rice and that you should be allowed to cook it yourself. I did hear you complain of being cut four ounces of pork.

Cheung Lee, declared stated—I am a prisoner in Victoria Gaol and have been there over ten years. I was convicted of murder and sentence was commuted. The reason for his being called was then explained to the witness.

The only thing he knew about cutting down of diet was once when it was cut down by regulation, about two years ago, when all the prisoners had their rice cut. The rice is distributed by the prisoners attached to the kitchen. They give some more and some less. If I didn't receive the right quantity I would complain to the Visiting Justices. I don't know anything about Mr. Craig wrongfully cutting down first prisoner's rice.

By Second Prisoner—When I went to gaol and got into the first class I had four ounces of pork a week. Since the new regulations I have had six ounces.

By Third Prisoner—A prisoner, after three years, is allowed six ounces of pork a week. The first prisoner thought pork a very important question. If he didn't get enough he couldn't do his work and got punished.

Fen Cheong, declared—I am a prisoner in Victoria Gaol under a sentence of five years for armed robbery. I have been there 22 months.

It was explained to him that the first prisoner had called him to prove an assault committed by Mr. Craig upon him.

He knew nothing of it.

Li Tak, declared—I am a prisoner in Victoria Gaol under a commuted sentence for murder. I have been in goal 149 months.

His Lordship explained that the second prisoner wanted him as a witness to prove ill-treatment on the part of Mr. Craig.

Witness—Mr. Craig did not give him enough food; less than the regulation allowance. It was the fault of the prisoners in the cookhouse. They had only been there a short time and did not know the correct quantity to give. It was nothing to do with Mr. Craig. If a prisoner did not get his proper food he could complain to the Justices. A good many of them have made such complaints. I am an old man, my Lord, have been there a number of years. I can't eat much, could do with less, and have no complaint to make.

By the Second Witness—Four or five years ago I remember your complaining of Mr. Craig cutting diet. Prisoners serving long sentences are allowed to have a certain amount of pork each week. This applies to first-class prisoners. I don't know anything about Mr. Craig cutting your diet.

The third prisoner had a lot of questions to put regarding pork and rice, but nothing of value to the case was elicited.

Chan Law, declared—I am a prisoner in Victoria Gaol under sentence of 18 years imprisonment for manslaughter. I think I was convicted in 1892.

He too, failed to establish any ill-treatment on the part of Mr. Craig.

Mok Chun, declared—I am a prisoner in Victoria Gaol serving a sentence of ten years for larceny, but I did not commit the offence. I was sentenced about nine months ago.

He also knew nothing affecting the case.

By Mr. Pollock—About two years ago I assaulted Mr. Craig and a warder. I was assaulting Mr. Craig and hit the warder accidentally when he got in the way. I got six months separate confinement and 30 strokes for it.

Leong Tan Cheong, declared—I am a prisoner in the Victoria Gaol under a six years sentence for larceny. I was sentenced three years ago.

He knew nothing affecting the case but delivered a homily upon the shortcomings of short sentence men as cooks and suggested that the Gaol Authorities put the old hands to the work.

(Case proceeding.)

AT THE MAGISTRACY.

April 18th.

THE VITRIOL OUTRAGE.

George Allen, 31, Storeman of the Naval Yard, was charged before Mr. Hazledan that he on the 17th day of January, 1901, and divers subsequent dates at Victoria in this Colony feloniously did aid, abet, counsel and procure one Yeung Kun to throw a certain destructive substance upon one G. Reek, which destructive substance was in fact thrown upon the said G. Reek on the 14th day of March, 1901, whereby the said G. Reek did suffer grievous bodily harm.

The case was remanded to 25th instant. Bail refused.

April 19th.

FALSE WEIGHTS.

For having false weights on his premises at 340 Des Voeux Road West, Lo Wo was fined by Mr. Kemp thirty dollars or six weeks' hard labour. He paid up.

A SHIP CAPTAIN FINED.

Inspector Kemp charged Thomas Meade, master of the French s.s. *Le Rhone* with hav-

ing on board his vessel on the 17th instant 348 passengers in excess of the number allowed by the vessel's licence. Defendant stated it was impossible to keep the passengers from coming on board at Canton. The Chief Engineer corroborated. A fine of 500 pounds and seventy-five dollars or two months' hard labour was imposed and paid. *Le Rhone* is a French river boat running between here and Canton.

ARMS.

Ng Sham Wing and Ng Kwan Wing were charged on the information of P. Const. Geo. Watt, with having in their possession, without a permit, 26 rifles, 47 revolvers, 234 bayonets, 2,950 rounds of ammunition and 17 cases of ammunition. Defendants pleaded guilty and Mr. Kemp imposed a fine of one dollar or four days' hard labour. The arms and ammunition were confiscated.

JUNK MASTERS FINED.

Wong Ho and Wong Shing, junk masters, were charged on the information of Inspector Kemp with anchoring their craft within fifty yards of the telegraph cables. Fines of \$25 or six weeks were imposed. Wong Shing preferred gaol.

OPIMUM.

There were a number of opium cases heard at the Magistracy this morning and fines ranging from \$2 to \$500 were imposed.

DRUNK.

William Bishop a seaman on the *Empress of India*, was fined \$2 or seven days for being drunk and incapable in the public street. He went to gaol.

HONGKONG DURING 1900.

We take the following extracts from the Report of the Medical Officer of Health, for the year 1900—

AREA.

At the latter end of the year the Sanitary and Building Ordinances of the Colony were extended by Ordinance No. 50 to that portion of the territory between the shore and the first range of the Kowloon Hills, extending from Lyemmoon Pass on the east to Lanchikok on the west (having a sea-frontage of some ten miles), thus making the total area of the Kowloon Health Districts about 18 square miles, and bringing within the jurisdiction of the Board that collection of dirty and insanitary dwellings known as Kowloon City.

The island of Hongkong has an area of rather more than 29 square miles and the City of Victoria is situated upon its northern shore, extending along the sea-front for a distance of four-and-a-half miles up the hill side to the city limit of 600 feet above high-water mark.

The domestic buildings of the City of Victoria number 8,600 (exclusive of Barracks and Police Stations) of which 38 are European dwellings, while there are also some 130 European dwellings in the Hill District.

This shows a decrease of 14 Non-Chinese dwellings as compared with the previous year and an increase of 69 Chinese dwellings. The plans of 1,319 new buildings, and of alterations to 3,185 existing buildings have passed through my hands during the year, with a view to seeing that they complied strictly with the Public Health Health Ordinances of the Colony. During the previous year plans of 634 new buildings, and of alterations to 772 existing buildings were received, so that the records of the past year show great activity in building operations throughout the Colony, which has been occasioned in part by the alterations required by Ordinance 34 of 1899.

GENERAL SANITARY CONDITION.

The year has been a very busy one, owing to the enforcement of the provisions of the Sanitary Properties Ordinance of 1899, which, was passed on November 28th of that year, and which required, *inter alia*, the provision of open spaces in the rear of many existing domestic buildings. A large number of old buildings throughout the Colony have now been provided with these backyards and although they rarely exceed the legal minimum of 50 square feet in area, yet some improvement is already perceptible in the lighting and ventilation of the back part of many of these dwellings. All new domestic buildings must now be provided with backyards, or back lanes, varying from 6 feet to 14 feet in width, in accordance with the depth of the house, and as plans of no less than 1,319 new buildings have been sent in during the year, it will be seen that this provision will gradually have a marked effect upon the general sanitary condition of the Colony. The Sanitary Board are now engaged upon an earnest attempt to secure a reduction in the present excessive height of buildings, for the provisions of the present law in this respect are calculated to result in a greatly increased benefit which should accrue from these open spaces in the rear of buildings.

For more than fifty years past, many of the larger cities of Great Britain have prohibited the erection of buildings of a greater height than the width of the streets on which they front, while in this Colony domestic buildings can still be erected, under certain conditions, to a height of 46 feet in lanes only 14 feet in width, and in streets of just over 20 feet in width buildings can be erected to a height of 33 feet and can have balconies on either side of such street projecting over the footways and reducing the width of such street which is open to the sky to 11 or 12 feet only. Many old houses which were originally designed for temporary occupancy have been converted into three and four-story buildings under this present law, and the sooner, therefore, the law is amended in this respect, the better will it be for the general sanitary condition of the Colony.

The question of the resumption of insanitary or obstructive buildings is one which must shortly receive the serious attention of the Government, as there are many private lanes in the City which have been converted into insanitary courts by the erection of dwellings at both ends of the lane, leaving a passage way only below the first floor. Such obstructive buildings should be resumed and demolished and this can now be readily done under the Crown Lands Resumption Ordinance of 1900, while legislation is needed to prohibit the further erection of such obstructive buildings.

Several additional latrines were in process of erection at the latter end of the year, but there is still the same urgent need for urinals, especially in the City of Victoria. This need has been pointed out by me since 1897, and it is, I believe, one of the principal causes of the offensive smells which arise from many of the street gullies and the drains, as, in the absence of suitable conveniences, the coolies have no option but to make use of these receptacles for the purpose.

MALARIAL FEVERS.

The total number of deaths among the Chinese from the Malarial Fevers was 887, as compared with 532 during the previous year and 500 during 1898; this is equal to a death-rate of 3.3 per 1,000. The death-rate among the total population alone was 0.25, that is to say, 2.2 per 1,000, whereas it is 10.5 among the land population, as in 1899.

The Colony has endeavoured to keep pace with the recent researches into the aetiology of Malaria, and in October last I submitted the following minute to the Sanitary Board and it was subsequently published for general information.

"The modern theory in regard to the transmission of Malaria is that the disease is conveyed from man to man by certain minute organisms in the blood of the patient and it can readily be understood that when a patient suffering from Malaria is bitten by a mosquito, some of these organisms are taken (with the blood) into the body of the mosquito. The malarial organisms there undergo certain developmental changes and should the same mosquito subsequently bite a healthy person, he becomes inoculated with the disease, and may develop an attack of Malaria."

"The Anopheles differs from the ordinary mosquito (genus 'Culex') in that its approach is not heralded by that noisy 'ping' that characterizes the latter; that its bite is not nearly so irritating to the skin; that it rarely bites except between sunset and sunrise, and that while the 'Culex' will breed in any old flower-pot or tin containing water, the 'Anopheles' is fortunately more choicely in its selection of a breeding ground, and generally requires a small sheltered pool, containing perhaps organic matter in suspension or a small quantity of water weed, and the water of which is neither stagnant nor yet pure spring water. The 'Anopheles' can travel a distance of some 400-500 yards and can remain alive for a period of several months—that is to say, throughout the whole of the dry season."

Asiatics, and especially children, suffer more or less constantly from Malaria, as they adopt no means of protection from the bites of mosquitoes, and 'Anopheles' are almost always to be found in the neighbourhood of native dwellings, while some 1 to 5 per cent. of them will be found to contain the malarial organism. It follows therefore—

(1) That European houses should be distant some 400-500 yards at least from native dwellings.

(2) That all pools in which 'Anopheles' can breed should be filled up or drained, for a like distance, around such European houses.

(3) That all brushwood and rank vegetation, including grass, should be kept down by frequent cutting.

(4) That mosquito-nets should be used at night."

A certain amount of work was done during the year in the direction of the treatment of some of the Anopheles pools with paraffin, and of the filling up of others with concrete, but apparently without any great success, and I am afraid that nothing but a thorough scheme of draining the Nullahs on the outskirts of the City will have any appreciable effect in reducing the number of mosquitoes capable of carrying infection.

In a recent Report to the Royal Society, Drs. Stephens and Christophers, who are working at this subject in Lagos, say that "to stamp out native malaria is at present chimerical, and every effort should rather be turned to the protection of Europeans," and I certainly think that the same principle holds good in this Colony. The Colony has recently acquired a very extensive addition to its territory, and every effort should be made to secure and maintain an extensive European reservation in this new territory, before the land becomes too valuable for the Government to be able to resume from the native holders. This reservation should be surrounded by a zone of neutral ground, at least a quarter of a mile wide, on which neither European nor native dwellings should be allowed, but which should be utilized by the Government for the cultivation of trees or laid out in part as a recreation ground.

There is no objection to a small number of personal servants residing within the reservation area, but in no case should any native families be allowed, as it is the native children, and especially those under the age of ten years, who are the principal source of infection in Malaria.

In view of the very considerable number of deaths from Malaria Fever among the troops, it would appear to be especially important that all barracks should be isolated in this manner from the native population.

offered to the Chinese House Surgeons at the Native Hospitals (Tung Wa, Alice Memorial and Netherlands) for all successful vaccinations, the vaccine to be supplied by the Government, with a view to increasing the number of vaccinated persons in the Colony, and thereby reducing the mortality from this disease. This scheme was specially recommended by the Sanitary Board, by resolution, in August, 1898, and has been urged by me in subsequent Annual Reports, but has, I regret to say, not been given effect to.

The number of deaths from this disease in 1899 was 35, while in 1898 there were 110 deaths and in 1897, 209 deaths, and it is probable therefore that the temporary reduction in the number of deaths from this disease has led to the marked apathy in regard to vaccination.

tree dislocate a stone wall? And in the perfectly natural suspicion may we not discover some explanation, if not palliation, of the torments and criminal ways by which the Chinese have sought to thwart the purposes of those whom they regard as oppressors, bent on their destruction?

This would be a vain dissertation unless it opened the door to remedial measures. And this reflection brings me unfortunately to the weakest point in this address. The calamities which have been entailed on the Chinese people are, for the greater part, as much beyond the reach of remedy as the real of the propaganda is beyond the reach of argument. The religious aspect of the movement is not a legitimate subject for Government interference, however much it may invite general criticism. The mundane aims of the Romanist branch, and the territorial ambitions of the Powers with which the Church is bound up, are of too old standing to be affected by transitory occurrences or by public opinion. Of the whole composite structure of the propaganda, therefore, all that remains which is amenable to treatment is that small fraction of it which touches the civil relation between the Protestant missionaries and their respective governments, which for this purpose, are represented by Great Britain and the United States. In perfect good faith, though utterly blind to what they were doing, these two Powers opened the door to their countrymen to overrun China, but without taking adequate steps to control their operations. They thus imposed on the Chinese an unworkable agreement, and the ill-adjusted machine has broken down. The question of inland trade has been urged by British merchants on their Government, and it has been refused to make such a demand on China on the ground, as stated by Sir R. Alcock, that inland residence was incompatible with territorial privileges, and by Sir Thomas Wade, that he could not recommend a British Consul to be sent to a place where a gunboat could not reach. It would throw an unfair burden on the Chinese to compel them indiscriminately to entertain strangers who were exempt from their jurisdiction, and it would be unfair to British subjects to allow them to reside in places where they could neither be controlled nor protected. Hence inland residence was refused to merchants, though, as we have seen, it was tacitly by an oblique process, granted to missionaries—a much more dangerous concession, which, having allowed British missionaries to enter the country, it seems clear that the Governments were morally bound to supervise them, and either to follow them up by Consular officers, to prevent disputes with Chinese officials, or to impose such regulations for their conduct as would work automatically as between the missionaries and the local authorities.

Having omitted to make any provision whatever for a clear understanding between the missionaries and the mandarins, and having discovered in the sequel the tragic consequences which the neglect entailed, it would appear that it became the duty of the Governments concerned, however late, to make good the omission as far as might be practicable. That duty remains to this day unfulfilled.

(To be continued.)

THE MISSIONARY QUESTION.

(Continued from yesterday.)

The following is the continuation of Mr. Michie's lecture, at the City Hall, on Tuesday—

Before attempting to deduce any practical hints for the betterment of the existing situation, a glance at the manner of introduction of missions into China may not be amiss. For it has not been so clean and above-board as befitted the pure character of Christianity. Its entry has in fact been insidious, and attended with as much craft as the most fine-drawn pieces of worldly diplomacy usually are. Being all within the memory of living men, the various stages of the process are easily verified by any one who feels interested in the subject. The modern missionary question is not yet sixty years old. It was opened subsequent to and consequent upon the treaty of Nanking of 1842. Cemeteries, funeral rites, churches for Christian worship were permitted under the Treaty of Nanking. This applies of course to the five treaty ports to which all foreign trade was then strictly confined. The French sought, as an extension of these privileges, that the Chinese natives professing Christianity should likewise be protected. Their request was considered and approved by the Imperial Commissioner, Kiying, who memorialized the throne on the subject in 1844 and 1845. In reply, the fullest toleration was granted by Imperial Rescript to "the religion of the Lord of Heaven which instructs and guides men in well-doing." More than that, the Emperor decreed that "the ancient houses which had been built in the reign of Kanghi" be, with specified exceptions, "restored to the professors of this religion in their respective places." The French demands were thus concurred with every appearance of liberality and good faith. The Chinese statesmen of that time seemed unsuspecting of the bitter fruit which was wrapped up in the innocent-looking demands. The germ of the whole French policy in the Far East was by that simple concession introduced into the Chinese home politics—the aggressive alliance with the Church, the deep purposes of which had been copiously expounded in State papers from the days of Louis XIV. descending in an unbroken series, with constantly accumulating force, to our day. This first step, as all subsequent steps, in the introduction of missionaries was a conscious or unconscious imposition on the Chinese, inasmuch as the ulterior purpose was concealed under a pretext.

When the Treaties of 1858 came to be negotiated, a material advance was made on the French agreements of 1844 and 1845. A general demand was now made for toleration of Christianity in China. This again was a covert design to gain something more than what was asked for, since full toleration had already been accorded. What was really contemplated by the two Powers, or by their respective propagandists who pushed them from behind, was aggression, religious only on the part of Great Britain; religious, political and military on the part of France. The concession to France in 1845 was the iron wedge driven into the granite block: the concessions of 1858 and 1860 were the water applied to it, causing the rock to split. It was a gentle operation, ulterior designs being veiled by the mild phraseology of the treaties. The Christian religion was represented as teaching men to be virtuous; its other attributes being carefully concealed.

The grand hypocrisy of Christianity, embodied in its dogmas, was not to be touched by the victorious Powers—some Catholic and the other Protestant. It is impossible in this case to make any distinction between them.

Next, a fraud, audacious and flagitious, was perpetrated by a French missionary in the interests of the Catholic propaganda in 1860, when a clause of the most drastic significance was smuggled into the Chinese text only of the French treaty, unknown even to its nominal negotiator, Baron Gros. It stipulated for the full restitution of the buildings and other properties of the early Christians, irrespective of all intermediate ownerships, and irrespective, apparently of those which had been already restored by the decree of 1860. It also provided for the permanent residence of missionaries in the interior, and for their buying land and erecting houses and churches. The clause might possibly have been repudiated by the Chinese Government on the discovery being made that it was not contained in the French version, for by agreement between the high contracting parties it was the French text alone which was to rule in case of disputed interpretation. But the Chinese had not the courage to face a fresh quarrel, perhaps even another war with France. The French Government, on its part, took no pains to bring the two versions of the treaty into harmony, but on the contrary allowed full advantage to be taken of the interpolated clause. The deception was indeed commented upon by Protestants, but their missions nevertheless availed themselves of its provisions under the "most favoured nation" privilege. And so it came to pass that the whole of inland missions for the last forty years has been carried on under the aegis of this equivocal. And, broadly speaking, the missionary troubles, with their attendant crimes and outrages during the past 35 years have arisen from this general cause. As Protestants have taken full advantage of the French treaty, it is difficult to see how they can avoid the charge of being accessory after the fact to the means by which it was obtained. The situation, it must be freely admitted, was most embarrassing for them. They had either to follow the Catholic propaganda into the interior, or abandon that field to their competitors. Only one mission that I have heard of resisted the temptation, the one directed by Bishop Scott of Peking. Its members did indeed, refrain from going into the interior of the country, but so far as I have understood they claimed no rights there, and when persecuted in one city they did not hesitate to flee to another, rather than invoke the strong hand of their Government to support them in an untenable position.

Consider for a moment, the position of the Chinese Government in relation to these dubious transactions. Leaving aside the question of comparative ethics, on which Western nations assume superiority over Eastern, has not the history of the introduction and spread of the Christian propaganda in China been such as to fill the Government of the country with warrantable suspicion? Have they not seen that the thing that was demanded of them has never been the thing that was enforced, that the pretence has borne no resemblance to the reality, that the religion which includes virtue breaking up their country has the root of a banan-

tree dislocate a stone wall? And in the perfectly natural suspicion may we not discover some explanation, if not palliation, of the torments and criminal ways by which the Chinese have sought to thwart the purposes of those whom they regard as oppressors, bent on their destruction?

This would be a vain dissertation unless it opened the door to remedial measures. And this reflection brings me unfortunately to the weakest point in this address. The calamities which have been entailed on the Chinese people are, for the greater part, as much beyond the reach of remedy as the real of the propaganda is beyond the reach of argument. The religious aspect of the movement is not a legitimate subject for Government interference, however much it may invite general criticism. The mundane aims of the Romanist branch, and the territorial ambitions of the Powers with which the Church is bound up, are of too old standing to be affected by transitory occurrences or by public opinion. Of the whole composite structure of the propaganda, therefore, all that remains which is amenable to treatment is that small fraction of it which touches the civil relation between the Protestant missionaries and their respective governments, which for this purpose, are represented by Great Britain and the United States. In perfect good faith, though utterly blind to what they were doing, these two Powers opened the door to their countrymen to overrun China, but without taking adequate steps to control their operations. They thus imposed on the Chinese an unworkable agreement, and the ill-adjusted machine has broken down. The question of inland trade has been urged by British merchants on their Government, and it has been refused to make such a demand on China on the ground, as stated by Sir R. Alcock, that inland residence was incompatible with territorial privileges, and by Sir Thomas Wade, that he could not recommend a British Consul to be sent to a place where a gunboat could not reach. It would throw an unfair burden on the Chinese to compel them indiscriminately to entertain strangers who were exempt from their jurisdiction, and it would be unfair to British subjects to allow them to reside in places where they could neither be controlled nor protected. Hence inland residence was refused to merchants, though, as we have seen, it was tacitly by an oblique process, granted to missionaries—a much more dangerous concession, which, having allowed British missionaries to enter the country, it seems clear that the Governments were morally bound to supervise them, and either to follow them up by Consular officers, to prevent disputes with Chinese officials, or to impose such regulations for their conduct as would work automatically as between the missionaries and the local authorities.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 23rd April, at Noon.
SHINANO MARU.....	Kobe and YOKOHAMA.....	FRIDAY, 26th April, at Daylight.
KAGOSHIMA MARU.....	BOMBAY, via SINGAPORE and COLOMBO.....	FRIDAY, 26th April, at Noon.
YAWATA MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	FRIDAY, 26th April, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

* For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 12th April, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KONIGSBERG.....	HAYRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	3rd May. Freight and Passage.
SEGOVIA.....	HAYRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	26th May. Freight.
AMBRIA.....	HAYRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 16th April, 1901.

TOYO KISEN KAISHA.

TOSAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 23rd April, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 11th June, at Noon.

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd April, at Noon, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN; and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

* For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Wednesday, 1st May, at Daylight.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 25th May, at Noon.
S.S. "Albatross" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 18th June, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 1st May, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

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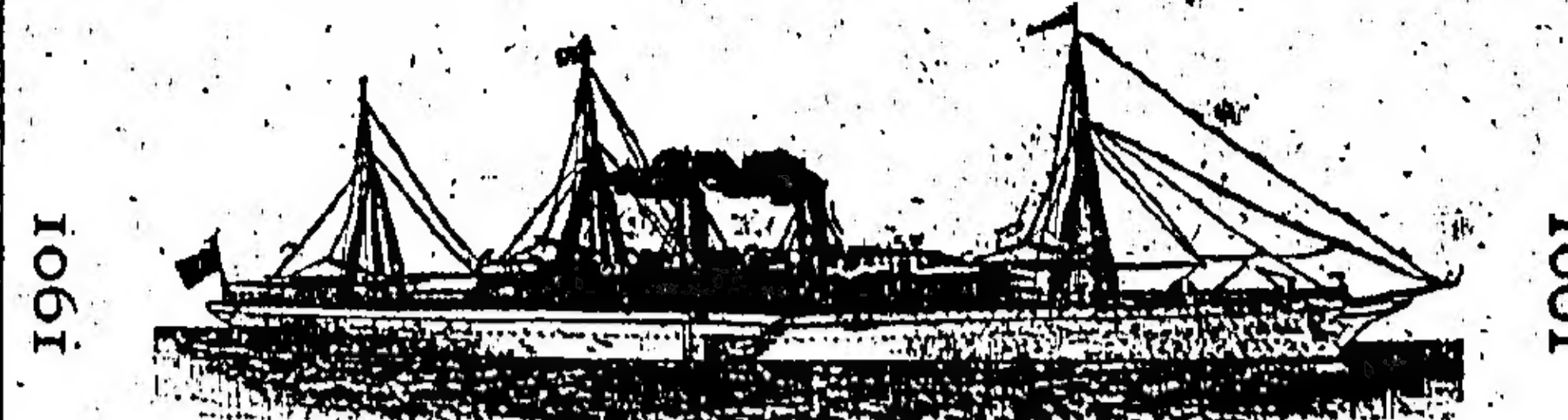
* For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 18th April, 1901.

Mails.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 15th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which lead daily and direct to the Coast from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

* For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 3rd April, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 7th May, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 1st June, at Noon.
Celtic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 27th June, at Noon.

THE Company's Steamship

"GAELIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco, for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 13th April, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Straitghyle... about April 20

Carlisle City... about May 15

THE Steamship

"STRAIGHTGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan.

Hongkong, 17th April, 1901.

184c

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	TSINAN.....	23rd instant.
MANILA, SHANGHAI, ILOILO and CEBU.....	TSINAN.....	23rd instant.
MANILA.....	SZECHUAN.....	24th instant.
MANILA.....	SUNGKIANG.....	25th instant.
MANILA.....	KWEIYANG.....	26th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 18th April, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	CAITHNESS.....	20th April.
"	DAEDALUS.....	2nd May.
"	MAELAND.....	9th May.
"	ACHILLES.....	16th May.
"	PROMETHEUS.....	23rd May.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	AJAX.....	30th April.
"	ANTENOR.....	14th May.
LIVERPOOL (DIRECT).....	ANTENOR.....	14th May.
(Taking Cargo at LONDON RATES).....	ANTENOR.....	14th May.
"	ULYSSES.....	21st May.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 18th April, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"GISELA," Captain Mosca, will leave for the above places, TO-MORROW, the 20th instant, P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 13th April, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN," Captain Roach, will be despatched for the above Ports, on SUNDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 18th April, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"MAIDZURU MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th April, 1901.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"RICHMOND CASTLE," will be despatched for the above Port on or about the 23rd instant, and will be followed by the S.S. "AFRIDI" and "HILLGLEN."

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 16th April, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th April, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG AMERIKA LINIE—HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL. (With Liberty to call at MANILA.)

THE Full-powered Steamship

"ASTORIA," Captain Ostermann, will be despatched as above on or about SATURDAY, the 24th May.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 15th April, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE," Captain McArthur, will be despatched as above on THURSDAY, the 9th May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly-qualified Surgeon are carried.

Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th April, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"YAWATA MARU," (3,873 Tons Gross, Captain A. E. Moses), will be despatched for the above Port, on FRIDAY, the 26th instant, at 4 P.M.

This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried. Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 16th April, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," between

HONGKONG and PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION," will be despatched for PORTLAND (OR.) about 25th May, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports.

For through Rates of Freight and further information communicate with or apply to ALLAN CAMERON, Agents, or to SHEWAN, TOMES & CO.

Hongkong, 16th April, 1901.

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Intimations.

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Office—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

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Mitsui Coal Mines, Kanada Coal Mines, Hokoku Coal Mines, Yoshinotani Coal Mines, Onoura Coal Mines, No. 1, Onsuji Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yoshio Coal Mines, Yamano Coal Mines, Manoura Coal Mines, The Osaka Shosen Kaisha, Ltd., Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanagawa Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokio Cotton Spinning Mills, Mikko Cotton Spinning Mills, Imperial Government Paper Mills, Osaka Cement Company, Mitsui Bussan Kaisha, M. FUJISE, Manager.

Hongkong, 11th December, 1900.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1901.

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CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

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Sole Agents for Louis Audemars' Watches awarded the highest Prize at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPOGLASSES.

No. 1, Queen's Road, Hongkong.

